

LAKE COUNTY INDIANA



where industries
have supplanted
the tepees of the
Pottawatomies

ISSUED ON THE OCCASION
OF THE VISIT OF THE
72ND GENERAL ASSEMBLY OF INDIANA
TO
LAKE COUNTY
JANUARY 22ND, 1921

A WELCOME

The people of Lake county extend to the senators and representatives, members of the 72nd General Assembly of Indiana, a cordial welcome. In having the legislative department of the state government as their guests today the people of Lake county take this opportunity of pointing out what they have achieved in civic, educational and industrial progress during the last decade. They are also proud that the rapid growth of their county has added immensely to the wealth and high rank of this important state, and they look forward to further advancement during this decade. An appreciation by our lawmakers of the vast problems Lake county faces will make easier their solution and accelerate the great development here. In thanking the senate and house for honoring its people with this visit the people of Lake county include with their greeting wishes for many pleasant memories of today.

HOSTS

SENATORS

James J. Nejd1 C. Oliver Holmes William Brown

REPRESENTATIVES

J. Glenn Harris James I. Day Otto G. Fifield
Oscar A. Ahlgren Jay J. Overmeyer



A vista of the beautiful Indiana sand dunes, where visions of the sea, dense forest, sandy desert and floral fairyland greet the eye at every turn. It has been proposed that a stretch of the scenic dune country, noted for its virgin wilderness, be set aside for public park purposes.

OUR GUESTS

THE LIEUT.-GOVERNOR. EMMETT F. BRANCH

SENATORS

FRANK M. ADAMS.....	Parke and Vigo
JOHN S. ALLDREDGE.....	Henry, Madison and Tipton
WILLIAM A. ARNOLD.....	Floyd and Washington
CHAS. A. BAINUM.....	Knox and Pike
ARTHUR R. BAXTER.....	Marion
ANDREW H. BEARDSLEY.....	Elkhart
WALTER J. BEHMER.....	Cass and Fulton
WILLIAM E. BOWERS.....	Allen
CHARLES J. BUCHANAN.....	Marion
HOWARD A. CANN.....	Boone and Clinton
ARNOTT M. CLEVELAND.....	St. Joseph and Marshall
JOSEPH M. CRAVENS.....	
.....	Dearborn, Jefferson, Ohio and Switzerland
JOHN F. DECKER.....	Adams, Blackford and Wells
MAURICE DOUGLASS.....	Bartholomew and Shelby
ESTES DUNCAN.....	Montgomery and Putnam
OLIVER E. DUNN.....	Clay, Owen and Morgan
WILLIAM E. ENGLISH.....	Hamilton, Hendricks and Marion
J. MONROE FITCH.....	Delaware
MILES J. FURNAS.....	Jay and Randolph
LEE J. HARTZELL.....	Allen and Dekalb
NOBLE HAYS.....	Jackson, Scott and Clark
JOSEPH E. HENLEY.....	Johnson, Brown and Monroe
GEORGE Y. HEPLER.....	St. Joseph
ROWLAND H. HILL.....	Decatur, Hancock and Rush
ALFRED HOGSTON.....	Grant
JAMES H. HUMPHREYS.....	Greene and Sullivan
ROSCOE KIPER.....	Vanderburg and Warrick
OLIVER KLINE.....	Huntington and Whitley
C. LEONARD.....	Kosciusko and Wabash
ALONZO LINDLEY.....	Vermillion, Fountain and Warren
WALTER MCCONAHA.....	Fayette and Wayne
WILLIAM A. MCCULLOUGH.....	Daviess, Dubois and Spencer
PAUL MAIER.....	Gibson and Posey
J. FRED MASTERS.....	Marion
CURTIS MEEKER.....	Carroll, Pulaski and White
WINFIELD MILLER.....	Marion
ROBERT L. MOORHEAD.....	Marion
CHARLES S. NICHOLS.....	Lagrange, Noble and Steuben
OSCAR RATTS.....	Lawrence, Martin and Orange
CLEM J. RICHARDS.....	Vigo
FRANK H. SELF.....	Crawford, Harrison and Perry
RAY M. SOUTHWORTH.....	Benton and Tippecanoe
CLAUDE S. STEELE.....	Laporte and Starke
DON P. STRODE.....	Howard and Miami
WILLIAM M. SWAIN.....	Madison
CECIL C. TAGUE.....	Ripley and Union
F. HAROLD VAN ORMAN.....	Vanderburg

REPRESENTATIVES

THE SPEAKER OF THE HOUSE

JOHN F. McCLURE, Madison

HENRY ABRAMS.....	Marion
WILLIAM B. ANDERSON.....	Knox and Pike
MURRAY S. BARKER.....	Boone
R. U. BARKER.....	Posey
RUSSELL K. BEDGOOD.....	Tippecanoe and Warren
JOHN L. BENEDICT.....	Marion
SAM BENZ.....	Crawford and Washington
OTTO ROY BEYLER.....	St. Joseph
DR. GEORGE W. BONER.....	Daviess and Martin
CLARENCE O. BULLER.....	Madison
M. T. CALEF.....	St. Joseph
ALBERT B. CLAPP.....	Clark
W. M. COAPSTICK.....	Clinton
GEORGE H. COOPER.....	Hancock
DONALD M. COPPOCK.....	Miami
THOMAS HARVEY COX.....	Marion
JEREMIAH P. CRONIN.....	Wells and Blackford
DAVID N. CURRY.....	Sullivan
EPH. P. DAILEY.....	Allen and Whitley
BENJAMIN F. DAVIS.....	Hendricks
CHESTER A. DAVIS.....	Jay
CHARLES E. DEAN.....	Jefferson and Scott
JAMES DELAPLANE.....	Carroll and Cass
DR. O. A. DELONG.....	Bartholomew
FRANK H. DUFENDACH.....	Dubois and Orange
C. PRALLE ERNI.....	Floyd
JAMES B. FILBERT.....	Owen, Greene and Sullivan
CHAUNCEY W. FLESHER.....	Vigo
GEORGE W. FREEMAN.....	Howard
THEO. T. GAESSER.....	Perry and Spencer
RAY V. GIBBENS.....	Madison and Tipton
WILLIS E. GILL.....	Putnam
CLINTON H. GIVAN.....	Marion
THURMAN A. GOTTSCHALK.....	Adams
JOHN M. GRAYSON.....	Knox
SHERMAN HALL.....	Jackson
WILLIAM HANNBERG.....	Dearborn and Ohio
GEORGE W. HANSELL.....	Pulaski and White
WM. J. HARE.....	Decatur and Jennings
CHARLES W. HARLAND.....	Kosciusko
COL. RUSSELL B. HARRISON.....	Marion
PAUL L. HAWORTH.....	Marion
JOHN H. HOFFMAN.....	Noble
HUGH B. HOLMAN.....	Fulton and Miami
ROBERT B. HOUGHAM.....	Johnson
JOHN A. HUGHES.....	Vermillion

JEPHTHA HUMPHRIES.....	Shelby
HENRY L. HUMRICHOUSER.....	Marshall
GEORGE H. JAMES.....	Clay
JOHN T. JAMESON.....	Marion
WILLIAM R. JINNETT.....	Rush
DAVID B. JOHNSON.....	Morgan
E. WILLIAM G. JOHNSON.....	Monroe and Brown
JOHN W. JOHNSON.....	Ripley and Switzerland
HENRY W. KAMMAN.....	Vanderburg
CHARLEY KARES.....	Vanderburg
JAMES L. KINGSBURG.....	Marion
JAMES M. KNAPP.....	Wayne
OLIVER P. LAFUZE.....	Wayne and Union
LAWRENCE LEER.....	Elkhart
RICHARD LOWE.....	Montgomery
OSCAR F. LYDY.....	Hamilton
NOBLE MALOTT.....	Lawrence
EARL M. MANN.....	Vigo
ASA E. MATTHEWS.....	St. Joseph
FLOYD V. MILLER.....	Elkhart
JACOB D. MILTENBERGER.....	Delaware
RAY C. MORGAN.....	Henry
EARLE M. MYERS.....	Fountain and Parke
MRS. JULIA D. NELSON.....	Delaware
OMER U. NEWMAN.....	Marion
FRANK J. NOLL.....	Marion
LEE L. OSBORN.....	Laporte and Starke
WILLIAM R. PHILLIPS.....	Fayette and Franklin
JACOB D. RICH.....	Jasper and Benton
CHARLES E. RICHARDSON.....	Cass
NATHANIEL C. ROSS.....	Allen
HARRY E. ROWBOTTOM.....	Vanderburg
DONALD C. RULO.....	Allen
JOHN SCHURMEIER.....	Vanderburg and Warrick
G. CAL. SCHULTZ.....	Randolph
ELMER W. SHERWOOD.....	Greene
ALBERT E. SHUGART.....	Grant
ABRAHAM S. SIEG.....	Floyd and Harrison
GEORGE W. SIMS.....	Vigo
CLAUDE A. SMITH.....	Gibson
JAMES E. SOUTHARD.....	Laporte
CHARLES L. TILDEN.....	Allen
WAYNE S. TUCKER.....	Grant
ELMER R. WATERS.....	Tippecanoe
HERBERT C. WILLIS.....	Dekalb
RAYMOND E. WILLIS.....	Lagrange and Steuben
JOHN W. WINESBURG.....	Wabash
ED. E. YOUSE.....	Huntington

1920 CENSUS OF LAKE COUNTY

Subdivision	1910	1920	Increase
City of Gary.....	16,802	55,378	38,576
City of Hammond.....	20,925	36,004	15,079
City of East Chicago...	19,098	35,967	16,869
City of Whiting.....	6,587	10,140	3,553
City of Crown Point...	2,526	3,232	706
Remainder of County..	16,926	19,062	2,136
LAKE CO. TOTAL....	82,864	159,783	76,919

Lake County

HER ADVANCEMENT FROM TWENTIETH TO SECOND COUNTY IN INDIANA

It surprises no one that Lake county, large in area and close to Chicago, should have grown from 1,468 souls in 1840 to 37,892 sixty years later, in 1900. But who dreamed that in the next 10 years the county would double in size and reach 82,864 souls in 1910? And what Jules Verne or Edward Bellamy would have prophesied that in another decade, closing last year, this county would have doubled again, reaching nearly 160,000 souls?

Our problem now is not whether we will again double in size. Rather, we are confronted with the very difficult problem of caring for this enormous increase, of housing new arrivals, of giving children education in schools of adequate size, in furnishing outlets to the market for the products of Lake county's 464 square miles of the finest farm land in the state, and for the expansion of the mile after mile of industries, manufacturing nearly every commodity used in commerce, and comprising one of the greatest industrial sections in America.

No county in Indiana is so cosmopolitan, has such varied needs, and faces so many problems that call for immediate solution as does Lake. Officers and courts must care for the doubling of the work brought to them. Schoolhouses crowded to capacity, must be made to provide for the ever-increasing ranks of young Americans. Crime must be kept in check by constantly adding to the number of officers of the law. More parks and beaches must be built to give recreation to the growing stream of workers. Drainage must bring lands still submerged to productivity, either for more food or for more homes, and for more factories which weekly swell the number of employed.

You will see today at first hand this wonderful group of industries, which have made Indiana famous. And add to this picture in your mind, the miles of farms to the south; the City of Crown Point in the center of the county with her court house, poor farm, juvenile home and jail, each no longer adequate for a growing county, and you can measure in some degree our problems, and appreciate why Lake county is constantly calling on you for help.

LAKE COUNTY'S INDUSTRIAL AND RAILWAY DEVELOPMENT

It may be said that the county's industrial development began in the early '70s in what is now Hammond, there being located there a small meat packing concern. That event marked the beginning of the modern American packing industry. Hammond, however, did not begin to be more than a small settlement until the later '80s. In 1888 East Chicago was founded, and it had a struggling existence for some years, for in 1900 it was a village of a few thousand souls. In the early '90s Whiting was founded, and this was an epoch in the industrial history of the lake coast, as it was the first settlement of consequence along Lake Michigan, from Chicago to Michigan City, a distance of nearly 40 miles. The start of the development of the Indiana Harbor section of East Chicago, which began in 1901, extended further east the activities along the lake shore.

The year 1906 was a momentous one for the county. In 1906 the United States Steel corporation founded the City of Gary, acquiring 7 miles of Lake Michigan frontage eastward from the limits of the City of East Chicago. Beyond East Chicago limits the country was until then an unsettled wilderness.

What is outlined in these pages portrays to some extent the county's surprising growth. The reasons for the rise of its industrial communities are also the reasons for the county's rapid advance. Lake county is not only near to the sources of raw materials and adjacent

to a great market, but here rail and water transportation facilities meet, and the county offers abundant room for expansion.

The people of the county, busy with the problems of internal development, and given intensely to the production of war munitions in 1917 and 1918, have not overlooked the better things in life, and these are shown in the splendid homes, the school systems, libraries, and park extensions. One of the important needs of the hour is to save for the county, for the state and the nation a portion of the wonderful Indiana sand dunes. Preservation of a part of these dunes, east of Gary, for this and succeeding generations is yet possible, and is the ambition of those who hope for a balanced community life.

One of the most influencing factors in Lake county's fast growth is its railways. Thirty important roads pass through here, and the railways from the east converge here as they approach Chicago. How big a role the railways play in our industrial affairs may be gauged when it is stated that the Indiana Harbor Belt railroad employs 2,700 persons in this county, the Elgin, Joliet and Eastern railway employs 1,800 here and the yards and shops of other lines bring the total personnel in the county to 5,000. And either of the two roads mentioned moves as much freight as a large railroad does.

LAKE COUNTY'S MARINE IMPORTANCE

Of Indiana's three ports on Lake Michigan two are located in Lake county.

It is interesting to note that Lake county's two ports, the United States Steel corporation's harbor at Gary and the (public) port of Indiana Harbor each rank Chicago harbor in importance, a greater volume of tonnage being received at either of the local ports.

Besides its two harbors this county also has a valuable asset in the Indiana Harbor ship canal of the City of East Chicago, which connects the waters of Lake Michigan with the Grand Calumet river, and which extends to Hammond on the west.

Not infrequently ocean-going vessels sail from these harbors for foreign shores. And should there be constructed the proposed Illiana harbor at Wolf and George lakes and the adjacent shore of Lake Michigan the Chicago-Lake county region would soon develop one of the world's greatest ports. This region, now the world's greatest railway center, must inevitably be the seat of the world's greatest port facilities to take care of the vast warehousing and transfer operations which will be required when and where there will be a common meeting place of so many agencies of transportation. This proposed harbor for river, lake and ocean traffic would be located on either side of the Indiana and Illinois state lines at Lake Michigan and contiguous to the cities of Chicago, Hammond, Whiting and East Chicago.

We present figures of our harbors:

THE PORT OF INDIANA HARBOR OF THE CITY OF EAST CHICAGO

(Statistics of 1920 industrial shipping).

Commodity	Amount
Total oil-gasoline shipments.....	187,589,120 gallons
Total iron ore receipts.....	1,264,110 gross tons
Total coal receipts.....	577,374 net tons
Total stone receipts.....	370,259 gross tons
Total lumber receipts.....	266,799 feet
Total salt receipts.....	2,136 net tons
Total cement shipments.....	1,086,656 sacks
Number of cargoes.....	470 ships

THE PORT OF GARY

(Statistics of 1920 industrial shipping).

Commodity	Amount
Total iron ore receipts.....	3,658,967 gross tons
Total stone receipts.....	673,465 gross tons
Total lumber receipts.....	315,000 feet

A FARMING COUNTY, TOO

The agricultural district of Lake county comprises all lands between the Calumet and Kankakee rivers, approximately 30 miles north and south, and 16 miles east and west with an assessed valuation of more than \$35,000,000, of which nearly \$26,000,000 is for farm property.

The truck district in the north and along the Calumet river is rich in garden land, and it finds ready sale for its products in the four large manufacturing cities which join this district on the north. A short run to Chicago enables convenient disposal of any surplus.

The central portion of the county is given to general farming and dairying, a great amount of milk being shipped from Crown Point, the county seat, to Chicago, 36 miles distant.

Grain and live stock are the principal output in the south end of the county, which includes the reclaimed Kankakee valley.

Of the 1,800 farm homes in this county, 1,200 are members of the Farm bureau.

Lake county produces more milk and has more pure-bred Holstein cattle (nearly 1,000 head) than any other county in the state, certainly an enviable record for a supposedly industrial county.

ASSESSED VALUATIONS OF TAXING UNITS IN LAKE COUNTY FOR 1920

North Township

East Chicago.....	\$ 88,421,030	
Hammond.....	57,536,525	
Whiting.....	27,770,295	
Hessville.....	2,648,535	
Munster.....	2,388,620	
Highland.....	2,101,695	
Unincorporated area.....	148,250	
TOTAL NORTH TOWNSHIP.....		\$181,014,950

Calumet Township

Gary.....	\$130,273,225	
Unincorporated area.....	3,674,895	
Griffith.....	3,341,375	
TOTAL CALUMET TOWNSHIP.....		137,289,495

Hobart Township

Hobart.....	\$ 5,434,110	
Gary-Hobart.....	3,797,530	
East Gary.....	2,802,890	
Aetna.....	205,230	
Unincorporated area.....	163,555	
New Chicago.....	151,000	
TOTAL HOBART TOWNSHIP.....		12,554,315

Center Township

Unincorporated area.....	\$ 4,429,410	
Crown Point.....	4,275,680	
TOTAL CENTER TOWNSHIP.....		8,705,090

St. John Township

Unincorporated area.....	\$ 2,996,460	
Schererville.....	2,772,295	
Dyer.....	1,611,875	
St. John.....	751,005	
TOTAL ST. JOHN TOWNSHIP.....		8,131,635

Cedar Creek Township

Unincorporated area.....	\$ 5,624,735	
Lowell.....	1,489,410	
TOTAL CEDAR CREEK TOWNSHIP.....		7,114,145

West Creek Township

Unincorporated area.....	\$ 6,455,045	
Schneider.....	545,480	
TOTAL WEST CREEK TOWNSHIP.....		7,000,525
TOTAL ROSS TOWNSHIP.....		6,773,520
TOTAL WINFIELD TOWNSHIP.....		3,496,215
TOTAL EAGLE CREEK TOWNSHIP.....		3,403,895
TOTAL HANOVER TOWNSHIP.....		3,186,270
COUNTY ADDITIONS BY STATE BOARD.....		4,691,000
TOTAL LAKE COUNTY.....		\$383,361,055

HOW BIG WE ARE

Population of Lake county.....	159,783
Registered voters in 1920.....	46,564
Assessed valuation for 1920.....	\$383,361,055
Total taxes for 1920.....	\$5,668,539.30
Number taxpayers on 1920 duplicate.....	54,043
Number of larger industries in county.....	141
Total valuation of industries.....	\$152,462,040
Number of employes.....	65,000
Number of railroads entering county.....	30
Total mileage of railroad track.....	1,513 miles
Total value of railroad property.....	\$66,750,173
Number of farmers in Lake county.....	1,800
Assessed valuation of farm property.....	\$25,783,590
Number of banks in Lake county.....	42
Total bank capital stock and surplus.....	\$3,675,185
Total bank deposits.....	\$41,779,835
Total bank resources.....	\$48,647,493
Instruments filed in Recorder's office, 1920.....	27,009
Value of school property in 5 cities.....	\$4,180,525
Number of high school pupils in cities.....	2,653
Number of grade pupils in cities.....	19,878
School enumeration for 1920.....	39,824
Number of nationalities represented in county.....	102
Number miles of macadamized roads in county....	510
Bonded indebtedness of gravel roads.....	\$2,756,970
Total county indebtedness, bridges and hospitals.....	\$693,175

CASES FILED IN LAKE COUNTY COURTS DURING 1920

Crown Point

Civil cases, circuit court.....	489
Juvenile cases, circuit court.....	586
Estates, circuit court.....	68
Guardianships, circuit court.....	14
Criminal cases, criminal court.....	637

Hammond

Civil cases, superior court rooms 1 and 2.....	1,109
Estates, superior court room 1.....	132
Guardianships, superior court room 1.....	65

Gary

Civil cases, superior court room 3.....	932
Estates, superior court room 3.....	140
Guardianships, superior court room 3.....	37

STATE OFFICIALS

GOVERNOR.....	Warren T. McCray
LIEUTENANT-GOVERNOR.....	Emmett F. Branch
SECRETARY OF STATE.....	Ed. Jackson
AUDITOR OF STATE.....	William G. Oliver
TREASURER OF STATE.....	Uz McMurtrie
SUPERINTENDENT OF PUBLIC INSTRUCTION.....	Linnaeus N. Hines
CLERK OF SUPREME COURT.....	Patrick Lynch
ATTORNEY-GENERAL.....	U. S. Lesh
ADJUTANT-GENERAL.....	Harry B. Smith
STATE EXAMINER.....	Jesse E. Eschbach
DIRECTOR OF STATE HIGHWAY COMMISSION.....	L. H. Wright

JUDGES OF SUPREME COURT

Benjamin M. Willoughby	David A. Myers
Howard L. Townsend	Julius C. Travis
Louis B. Ewbank	

JUDGES OF APPELLATE COURT

Charles F. Remy	Epham A. Dausman
Solon A. Euloe	Ira C. Batman
Alonzo C. Nichols	Willis C. McMahan

STATE TAX COMMISSION

Fred A. Sims	S. N. Cragun
John J. Brown	William C. Harrison, Secretary

PUBLIC SERVICE COMMISSION

Glenn Van Auken	Paul P. Haynes
Fred B. Johnson	John W. McCardle
Ernest I. Lewis	

INDUSTRIAL BOARD

Samuel R. Artman	Edgar A. Perkins
Kinney Dresser	Charles Fox
Thomas Roberts	

LAKE COUNTY OFFICIALS

COUNTY COMMISSIONERS

James Black	George O. Schaaf
John H. Claussen	

COUNTY COUNCILMEN

Charles I. Bailey	Otto A. Meyer
Joseph A. Beattie	Lewis A. Pattee
Leonidas B. Boyd	Joseph M. Thiel
Joseph A. Hartley	

JUDGE OF CIRCUIT COURT.....E. Miles Norton
 JUDGE OF CRIMINAL COURT.....Martin J. Smith
 JUDGE OF SUPERIOR COURT, ROOM 1...Virgil S. Reiter
 JUDGE OF SUPERIOR COURT, ROOM 2.Walter T. Hardy
 JUDGE OF SUPERIOR COURT, ROOM 3.....
Charles E. Greenwald
 PROSECUTING ATTORNEY.....Dwight M. Kinder
 CLERK.....Herbert L. Wheaton
 AUDITOR.....George M. Foland
 TREASURER.....Ralph B. Bradford
 RECORDER.....William C. Rose
 SHERIFF.....William H. Olds
 SURVEYOR.....Ray Seeley
 CORONER.....Edward E. Evans
 ASSESSOR.....William E. Black

City of Whiting

(Population 10,140)

MAYOR.....Walter E. Schrage
 CONTROLLER.....R. F. Denham
 CLERK.....John A. Tokarz
 TREASURER.....D. D. Griffith

COUNCILMEN

J. W. Burton	N. E. Miller
F. M. Long	William Stoll
Joseph K. Manchak	Joseph Violtt

Whiting is located in the extreme northwestern part of Indiana. Although a melting pot exists here, the nationality is no barrier and every opportunity is offered the new citizens through the schools, libraries and other mediums to become Americanized and take their place in the march of progress in our city.

The prosperity of Whiting is due to the STANDARD OIL COMPANY'S (Indiana) mammoth plant, covering a large area of ground and employing 5,250 persons. When other concerns are at low ebb, the STANDARD OIL COMPANY (Indiana) invariably goes right along in full force, so that very little depression, if any, is ever felt. The output of the company is enormous, for, in addition to the large supply shipped by rail, the company's fleet also carries gasoline, petroleum, and other products.

The system of industrial democracy introduced two years ago at Whiting refinery has been a decided success and during the recent period of upheavals and strikes in the labor world, there never was a ruffle in the Whiting plant, owing to the fact that the employees have a voice as to wages, hours and the conditions under which they work.

In 1905, the city had the foresight to purchase 25 acres on the shores of Lake Michigan for park purposes.

This ragged stretch, which it seemed impossible at that time to transform, is now Whiting's beautiful lake front park, being improved with a spacious bath house, trees, shrubbery, grass, flowers, tennis courts, ball park and band stand, where multitudes flock on summer evenings to hear excellent music and to enjoy the lake breezes. The park is really a breathing spot for the entire region.

Whiting has been called a "city of homes" and it may well be, for almost every one here owns his house. It is a problem to find a house in Whiting proper or even a vacant lot, but the opening up of the many new subdivisions at our very door is helping greatly to relieve this situation, for the people living in these derive from Whiting the same benefits as do those living in Whiting proper.

All told, there is a total of 2,660 children enrolled in the various Whiting schools. At the public school, a total of 1,326 children attend daily, 1,106 of these being in the grades and 220 in the high school. The night school, with an attendance of nearly 1,000, is one of the strongholds of the public school system.

The Whiting public library is one of the city's established institutions and is the information bureau of the town.

INDUSTRIAL WHITING

Standard Oil Co. (Indiana). \$17,831,975 assessed valuation in 1920; 5,250 employees; annual capacity 10,731,300 barrels of crude oil, 4,828,950 barrels of gasoline, 1,287,720 barrels of refined oil, 643,860 barrels of lubricating oil, 30,440 tons of refined wax, 78,250 tons of asphalt products, 3,822 tons of candles, 1,980 tons of parawax, and 15,000 tons of grease.

City of Hammond

(Population 36,004)

MAYOR.....Daniel Brown
 CONTROLLER.....Harry Broertjes
 CLERK.....Arnold Kurnert
 TREASURER.....Walter Bielefeld
 JUDGE.....Theo. C. Klotz

COUNCILMEN

John V. Keeler	Frank Martin
John Klein	C. C. Smith
L. C. Smith	H. O. Reissig
W. C. Hamon	H. S. Voorhies
Ora F. Highland	Chas. H. Luthman
Sam Skufikics	Patrick Reilley
Louis Heckleman	E. W. Stocker
M. M. Bruce	August Dreesen

Population.—1920 census, people within present corporate limits 36,004. Illinois towns within 5 miles, commercially tributary to Hammond 31,000. Cities within 8-cent fare limit (Whiting and East Chicago) population 46,000. Total population of Hammond commercial district 113,000.

Area and Extent.—Hammond occupies the extreme northwest corner of Indiana. Area 15 square miles. Extreme length 7 miles; width varies from two to five miles. Frontage on Lake Michigan $2\frac{1}{4}$ miles. All of Lake George and part of Wolf lake in city limits. Calumet river and Indiana Harbor canal (west branch) run through city.

Transportation.—Trunk line railroads 11, belt line railroads 3, street car lines 1, interurbans 2. Waterways, Lake Michigan, Indiana Harbor canal, Calumet river (the latter undeveloped). Highways (marked trails) 9, focal point of 700 miles of Lake county highways.

Industries, Classified.—(Note the diversity):

	No. of plants
Car building and car repair plants.....	5
Railroad yards and shops.....	5
Surgical instrument manufacture.....	1
Printing and book-binding.....	1
Manufacture of prepared stock food.....	3
Foundries (iron and brass).....	4
Railway equipment.....	2
Chemicals.....	4
Steel plant.....	1
Piano factory.....	1
Small and diversified industries.....	41

Economic and Labor Conditions.—Larger per cent of population own homes than in any other city in state. Comparative freedom from strikes in spite of large and diversified population. Banks and building and loan associations show rapid growth and good management.

Municipal Development.—Number of parks 6, acreage 71. Number of school buildings 7, parochial schools 7. Libraries 2. Federal and superior courts. Municipal water pumping station and fire stations 4.

Hammond's Legislative Needs

1. Liberal legislation making track elevation possible.
2. Legislation equalizing assessment of property and assuring more efficient administration of tax law.
3. Redrafting road laws to make paving of thoroughfares in cities possible without disannexing territory.
4. Co-operation of legislature in Col. Judson's plan for Wolf (Illiana) harbor.
5. Law to make possible assessment of benefits and damages for street railway extensions in undeveloped territory.
6. Exemption from taxation of new homes for period of five years to encourage house building.
7. Laws to permit zoning of cities.

8. Legislation to place initiative for amalgamation of contiguous cities in the hands of voters.

INDUSTRIAL HAMMOND

(Assessed valuations listed are for 1920. Total valuation of industries \$15,428,100.)

American Maize Products Co.—\$1,031,080 assessed valuation; 500 employes; manufactures corn products; capacity 25,000 bushels daily.

American Steel Foundries.—\$542,300 assessed valuation; 1,000 employes; manufactures locomotive springs, brake beams and railway bolsters.

Beatty Machine & Mfg. Co.—\$114,910 assessed valuation; 50 employes; manufactures power punches and shears.

Frank S. Betz Co.—\$920,875 assessed valuation; 600 employes; manufactures surgical instruments.

Continental Seed Co.—20 employes; warehouse.

Central Railway Signal Co.—\$199,715 assessed valuation; 150 employes; manufactures railway fuses and signals; capacity 350 gross lots daily.

Champion Corporation.—\$194,555 assessed valuation; 100 employes; manufactures implements; annual capacity 6,000 tons grey iron and 4,000 implements.

Chicago Feed & Fertilizer Co.—\$100,000 assessed valuation; 20 employes; manufactures stock food and fertilizer; capacity 2,000 tons per month.

Chapin & Co.—\$735,845 assessed valuation; 80 employes; manufactures stock foods; capacity 800 tons per day.

W. B. Conkey Co.—\$257,500 assessed valuation; 850 employes; manufactures catalogs and books; capacity 40,000 hard-bound books per day.

Consumers Co.—\$153,430 assessed valuation; 15 employes; manufactures ice; capacity 100 tons per day.

Corrugated Bar Co.—\$60,720 assessed valuation; 40 employees; manufactures corrugated steel bars and concrete re-enforcing bars; capacity 1,000 tons per month.

Enterprise Bed Co.—\$38,050 assessed valuation; 155 employees; manufactures bed springs, cots and porch hammocks.

Federal Cement Tile Co.—\$334,440 assessed valuation; 150 employees; manufactures cement roofing tile; capacity 200 tons per day.

Hammond Bedding Co.—\$6,455 assessed valuation; 10 employees; manufactures mattresses; capacity 75 per day.

Hammond Brass Works.—\$35,000 assessed valuation; 85 employees; manufactures brass and bronze products; annual capacity 1,000 tons.

Hammond Machine & Forge Works.—\$15,360 assessed valuation; 12 employees; manufactures jobbing machinery.

Hammond Pattern & Model Works.—\$15,000 assessed valuation; 20 employees; manufactures wood patterns and mill work.

Hammond Pure Ice Co.—\$36,420 assessed valuation; 25 employees; manufactures ice; capacity 65 tons per day.

Hoess Bros.—\$23,920 assessed valuation; 25 employees; general machine work.

Indiana Laboratories Co.—\$2,235 assessed valuation; 3 employees; chemical analysis work.

Illinois Car & Mfg. Co.—\$660,320 assessed valuation; 700 employees; car repairing and bolt making; monthly capacity 300 cars repaired.

Keith Railway Equipment Co.—\$349,740 assessed valuation; 220 employees; manufactures forgings and tank car repairs, tank cars and freight cars; capacity 15 new cars per day, repairs 15 cars per day, forges 5 tons per day.

La Vendor Cigar Co.—\$22,435 assessed valuation; 74 employees; manufactures cigars; capacity 14,000 per day.

Metals Refining Co.—\$180,925 assessed valuation; 30 employees; manufactures white metal alloys and antimonial lead and bearing metal; annual capacity 60,000 tons.

McIlroy Belting & Hose Co.—\$28,925 assessed valuation; 30 employees; manufactures canvas belting.

Moorhead Oil Co.—25 employees; oil and gasoline.

National Surface Guard Co.—\$21,350 assessed valuation; 20 employees; manufactures railway cattle guards; annual capacity 5,000.

Northern Indiana Gas & Electric Co.—\$1,812,515 assessed valuation; 300 employees; gas and electricity.

Nowak Milling Co.—\$391,550 assessed valuation; 100 employees; manufactures feed; capacity 300 tons per day.

Overland Crane Co.—50 employees; manufactures locomotive cranes.

Paige & Jones Chemical Co.—\$29,155 assessed valuation; 7 employees; manufactures boiler compounds; daily capacity 15,000 pounds.

Pratt Food Co.—100 employees; manufactures stock foods.

Prest-O-Lite Co.—\$70,945 assessed valuation; 22 employees; manufacturers of batteries.

Parmenter Barnett Packing Co.—17 employees; manufacturers of pork products; capacity 60 hogs per day.

Railway Motor Car Co. of America.—\$124,000 assessed valuation; 15 employees; manufactures section cars, repairs cars; annual capacity 600 section cars.

Reid Murdoch & Co.—\$396,665 assessed valuation; 500 employees; food products. (Note: This plant has been sold to the Campbell Soup Co.)

Sifo Products Co.—\$34,175 assessed valuation; 12 employes; manufactures prepared roofing and asphalt shingles.

Standard Steel Car Co.—\$3,332,327 assessed valuation; 3,350 employes; manufactures passenger and freight cars; capacity 40 passenger cars monthly and 75 freight cars daily.

Steel Car Forge Co.—\$932,500 assessed valuation; 225 employes; manufactures forgings; monthly capacity 1,500 tons.

Straube Piano Co.—\$275,275 assessed valuation; 200 employes; manufactures pianos; daily capacity 20.

Taylor & Bournique Co.—\$95,540 assessed valuation; 30 employes; grain.

S. G. Taylor Chain Co.—\$33,960 assessed valuation; 100 employes; manufactures chain.

Union Railway Equipment Co.—50 employes; manufactures railway forgings.

United Boiler Heating & Foundry Co.—\$70,955 assessed valuation; 225 employes; manufactures boilers, castings and sheet metal; monthly capacity 500 tons.

Wanner Malleable Iron Co.—\$162,430 assessed valuation; 285 employes; manufactures malleable iron castings; annual capacity 20,000 tons.

Warner Implement Co.—\$19,560 assessed valuation; 12 employes; manufactures implements.

Wolff Manufacturing Co.—25 employes; distributing station.

City of East Chicago

(Population 35,967)

MAYOR.....Leo McCormack
CONTROLLER.....J. Kalman Reppa
CLERK.....Thos. Y. Richards
TREASURER.....Walter O. Harmon
JUDGE.....Hyman M. Cohen

COUNCILMEN

James Burns	George Oswego
Edwin Carlson	Bert Peterson
Rocco Giorgio	Stanley Raczkowski
John Maxwell	Harvey Rhed
Paul Mysliwy	John Tenkely

THE STORY OF EAST CHICAGO

The swamp lands now known as the City of East Chicago first assumed an industrial aspect in 1888, when William Graver located his tank works in the then wastes. Following this event the Chicago and Calumet Terminal railway extended its line to East Chicago and thereby put the community in touch with outside railway lines and helped to rivet attention on the possibilities for cheap industrial sites.

Outside capital began to be attracted and a succession of land syndicates acquired large tracts, the largest of these being the East Chicago company, under whose auspices the harbor was constructed in 1901-03 and the building of the ship canal begun in 1904.

Another milestone in the history of East Chicago was the beginning of the transformation of its north end. What is now known as the Indiana Harbor district of the city was a desolate, unsettled sand stretch along Lake Michigan. The coming of the Inland Steel company in 1901 marked the beginning of the industrial development in the Indiana Harbor section. Since that time the city's growth has been steady.

The City of East Chicago is a growing industrial center because of its rail and water transportation

facilities, its nearness to the sources of raw materials, and its location with respect to the marketing center of inland America. Probably no other community in Indiana presents such a range of industrial diversity.

FACTS ABOUT THE CITY OF EAST CHICAGO

Forty diversified industries.

The city has America's greatest inland oil shipping harbor; also Indiana's largest public harbor.

Shipping of the Port of Indiana Harbor of the City of East Chicago exceeds in volume the tonnage of the Port of Chicago.

Largest independent steel center in the west.

Three important oil refineries, producing more than 1,000,000 gallons of gasoline daily, are located within the limits of the city.

Pipe lines from the oil fields of Kansas, Oklahoma, and Texas terminate here.

The city is also a railway equipment center, manufacturing freight and tank cars, spreaders and snow plows, axles, and locomotive superheaters. It is also the home of the world's largest tank car building company.

It is an important chemical center.

Three lead refineries are located here.

East Chicago has four foundries, one of which has 1,500 employees.

Iron and steel plants produce pig iron, ingots, bars, billets, pipes, sheets, bolts, rivets, sheets, plate, skelp, bar iron, tanks, and fabricated metal.

During the great war the city was one of America's most important arsenals, furnishing naval and military shells, heavy artillery, shrapnel casing, benzol, military acids, fabricated boats, submarine parts, naval and aircraft oils and fuel, and other ordnance equipment.

The four corners of the world furnish markets for the diversified products of the city's industries.

INDUSTRIAL EAST CHICAGO

(Assessed valuations listed are for 1920. Total industrial valuation \$55,715,155.)

Anaconda Lead Products Co.—(Assessed valuation included with that of its sister subsidiary, International Lead Refining Co.); 55 employees; manufactures white lead; annual capacity 3,600 tons.

American Steel Foundries.—\$1,699,110 assessed valuation; 1,500 employees; manufactures miscellaneous castings, including castings for cars and locomotives; annual capacity 35,000 tons.

Bates Expanded Steel Truss Co.—\$54,715 assessed valuation; 50 employees; manufactures one-piece steel electric poles and steel transformer towers; annual capacity 124,000 poles and 1,600 towers.

Calumet Foundry & Machine Co.—\$32,700 assessed valuation; 100 employees; manufactures patterns, grey iron castings and does machine work; annual capacity 6,000 tons of castings.

Champion Rivet Co.—\$311,705 assessed valuation; 100 employees; manufactures steel and structural rivets for boilers, tanks, and ships; annual capacity 500,000 kegs (100 pounds each).

Chicago Flexible Shaft Co.—\$6,090 assessed valuation; 10 employees; manufactures coal briquettes for foot warmers for carriages and automobiles; annual capacity 150,000 boxes.

Consolidated Oil Refining Co.—80 employees; refiners of crude oil; annual capacity 240,000 barrels of gasoline, 280,000 barrels of kerosene, 420,000 barrels of gas oil, and 300,000 barrels of fuel oil.

Cudahy Packing Co.—\$1,357,010 assessed valuation; 650 employees; manufactures packing industry by-products, also maintaining refrigerator car and car repair shops; annual capacity 55,000,000 packages of cleanser powder, 2,340,000 pounds of soap powder, 1,750,000 pounds of oil soap, 1,000,000 pounds of

(refined) glycerine, 52,000,000 powder container cans, 830,000 wool skins (cleaned), 3,300,000 pounds of wool (recovered), 156,000 cases of laundry and toilet soaps, and 10,000 cases of scouring bars.

Edward Valve & Manufacturing Co.—\$317,650 assessed valuation; 1,500 employees; manufactures electric washing machines, valves, motor truck axles and electric furnaces; annual capacity 25,000 washing machines, 2,400,000 valves, 3,000 axles, and 150 electric furnaces.

Famous Manufacturing Co.—\$45,655 assessed valuation; 30 employees; manufactures baling presses; annual capacity 2,600 presses.

General American Tank Car Corp.—\$2,222,745 assessed valuation; 2,500 employees; manufactures railroad and tank cars; repairs cars; operates tank line; annual capacity 12,000 tank cars, 7,500 railroad cars, and 5,000 cars repaired; owns and operates 8,000 tank cars.

Grasselli Chemical Co.—\$2,551,355 assessed valuation; 1,000 employees; manufactures heavy chemicals; annual capacity 250,000 tons.

Graver Corp.—\$669,970 assessed valuation; 500 employees; fabricators of steel plates and water purifying equipment; annual capacity 40,000 tons.

Green Engineering Co.—\$435,740 assessed valuation; 350 employees; manufactures power plant machinery.

Harbison-Walker Refractories Co.—\$413,300 assessed valuation; 250 employees; manufactures silica fire brick for coke ovens and open-hearth furnaces; annual capacity 27,000,000 bricks.

Hubbard Steel Foundry.—\$762,780 assessed valuation; 850 employees; manufactures castings and rolls; annual capacity 12,000 tons of chilled rolls and 30,000 tons of steel castings.

Hyman Michaels Co.—\$41,590 assessed valuation; 50 employees; handles scrap iron, new and relaying rails; annual capacity 100,000 tons.

Indiana Box Co.—\$133,410 assessed valuation; 150 employees; manufactures crates, box shooks, and tin plate boxes; annual capacity 15,000,000 gross feet.

Inland Steel Co.—\$15,830,177 assessed valuation; 6,000 employees; manufactures iron, steel and coke; annual capacity 540,000 tons of coke, 600,000 gross tons of pig iron; 1,080,000 gross tons of open-hearth steel ingots, 480,000 gross tons of structural steel, 180,000 gross tons of plates, 172,000 tons of sheets, 12,600 tons of bolts and rivets, and 96,000 tons of galvanized sheets.

International Lead Refining Co.—\$551,050 assessed valuation; 130 employees; refiners of lead; annual capacity 60,000 tons.

Interstate Iron and Steel Co.—\$1,107,245 assessed valuation; 1,050 employees; manufactures bar iron and alloy steel; annual capacity 125,000 tons.

O. F. Jordan Co.—\$91,140 assessed valuation; 50 employees; manufactures railway equipment; annual capacity 50 railway spreaders, 50 ditchers, 60 bank slopers, and 100 snow plows.

E. B. Lanman Co.—\$159,395 assessed valuation; 150 employees; manufactures wrought washers, hot pressed nuts, and carriage hardware; annual capacity 85,000 kegs (200 pounds).

R. Lavin & Son.—\$56,805 assessed valuation; 15 employees; smelters and refiners of brass; annual capacity 2,400 tons.

George B. Limbert Co.—\$88,525 assessed valuation; 150 employees; manufactures pipe fittings; annual capacity 6,000 tons.

Linde Air Products Co.—\$58,400 assessed valuation; 30 employees; manufactures oxygen; annual capacity 31,500,000 cubic feet.

Locomotive Superheater Co.—\$651,750 assessed valuation; 250 employees; manufactures superheaters for locomotives, stationary, and marine engines; annual capacity 5,100 superheaters.

Metal & Thermit Corp.—\$442,595 assessed valuation; 200 employes; recovers metals; annual capacity 50,000 tons of steel scrap and 800 tons of pig tin.

Republic Iron & Steel Co.—\$624,830 assessed valuation; 700 employes; manufactures bar iron; annual capacity 85,000 tons.

Sinclair Refining Co.—\$6,907,477 assessed valuation; 1,000 employes; annual capacity 2,000,000 barrels of gasoline, 800,000 barrels of kerosene, 1,000,000 barrels of gas and fuel oil, and 1,200,000 barrels of miscellaneous oils.

Standard Forgings Co.—\$1,422,190 assessed valuation; 700 employes; manufactures marine, railroad, and automotive forgings; annual capacity 160,000 tons.

Steel & Tube Company of America.—\$11,060,445 assessed valuation; 2,400 employes; manufactures wrought steel pipe, plates, billets, coke and coke by-products; annual capacity 225,000 gross tons of pig iron 400,000 gross tons of ingots, 300,000 gross tons of skelp and plate, 100,000 tons of pipe, and 730,000 tons of coke.

Union Iron Products Co.—\$24,230 assessed valuation; 30 employes; manufactures culverts and traffic signs; annual capacity 250,000 feet of corrugated metal culvert and 75,000 traffic signs.

U. S. S. Lead Refinery, Inc.—\$453,225 assessed valuation; 170 employes; refiners of lead; annual capacity 36,000 tons.

U. S. Reduction Co.—\$107,360 assessed valuation; 75 employes; smelters and refiners of aluminum and white metals; annual capacity 25,000 tons.

City of Gary

(Population 55,378)

MAYOR.....William F. Hodges
CONTROLLER.....John W. Scott
CLERK.....Mrs. Ralph Ross
TREASURER.....W. D. Hunter
JUDGE.....William M. Dunn

COUNCILMEN

D. F. Van Liew	Matthew Oreskovich
W. C. Kunert	W. C. Brown
John R. Lane	Chas. H. Wheeler
B. G. Beck	John McDonald
Theo. Freebury	J. K. Thompson
R. E. Rowley	H. H. Werber
John Bennett	Gunnar Linne.
Frank Spychalski	

So rapid has been the growth of Gary, Indiana's youngest city, that few Indiana citizens realize her progress but the 1920 census giving Gary a population of 55,378 shows only five other Indiana cities to be larger. This is growth from the barren sand dunes in 1906 and from a population of 16,802 in 1910, making Gary's present position unequaled for quick and substantial development.

Gary was planned by the United States Steel corporation, the location of the city being midway between the vast ore beds of the Superior region, reached by water transportation, and the coal regions of the south, drawn upon by rail. Thus steel can be made in Gary 38 per cent cheaper than in Duluth and 25 per cent cheaper than in Pittsburg as Judge E. H. Gary, head of the corporation and after whom the city was named, pointed out in a public address. The output of the Gary steel mills has broken all production and cost records since the world began, insuring the still greater extension of these mills and others and insuring Gary's growth for years to come.

But Gary is known the world over not only for her industrial advancement. Her school system is regarded as one of the finest and most unique in educational annals and it would pay every visitor to spend several days in Gary's splendid schools equipped as they are for the careful training of mind and body. Parks and playgrounds also play a big part in Gary's development, while the street and boulevard system is one of the best.

All of these public undertakings were all the more remarkable because of the rapid growth of the city and the need of taking care of the citizens as fast as they came in. Visitors will notice the fine types of permanent homes, many of which the corporation assisted employes in building and buying through its housing company, the Gary Land company. These modern homes and flats surpass many older industrial cities both in number and design.

Gary is the home of several splendid Americanization and foreign settlement movements and her foreign-born citizenship is of high average, these movements and the schools playing an important part.

An idea of the extent of Gary's financial status, business and industrial growth may be gained from the brief summary of statistics on the following pages.

INTERESTING FACTS ABOUT GARY

Population: 55,378 of which 24,000 are wage earners in industries and railroads.

Approximately \$40,000,000 are paid annually to Gary workers.

Railroads: Six trunk lines, one belt line and five interurban electric lines.

4,200 separate homes. Two-story houses and two- and three-flat buildings predominate.

Gary has 500 acres of parks and playgrounds.

Seven banks and three savings banks, with clearings for 1920 of \$78,000,000.

The new Gary Tube works, to be started this year, will eventually employ 10,000 men and cost \$40,000,000.

More than \$7,000,000 will be spent in building throughout the city this year.

Gary has 256 miles of improved streets: 5.6 miles of sheet asphalt and concrete, 9.01 miles concrete, 15.7 miles of brick, 25.38 miles of asphalt macadam and 65.34 miles of waterbound macadam.

More than 2,200 automobiles are in use in Gary.

Gary has 118 groceries, 12 shoe stores, 10 hardware, 15 plumbing, 5 electrical, 9 electrical contractors, 7 jewelry, 4 department, 14 dry goods, 31 men's wear, 25 confectionery, 19 garages, 7 phonograph, 6 photographers, 32 ice cream parlors and 3 daily newspapers.

INDUSTRIAL GARY

(Assessed valuation of industries for 1920 totals \$61,413,915).

American Bridge Co.—\$2,489,130 assessed valuation; 1,500 employes; manufactures bridges and fabricated steel products; capacity 10,000 tons monthly.

American Sheet and Tin Plate Co.—\$4,074,165 assessed valuation; 5,300 employes; manufactures sheet steel and tin plate.

Gary Baking Co.—\$48,730 assessed valuation; 60 employes; bakery products; capacity 150,000 ten-cent loaves weekly.

Gary Heat, Light and Water Co.—\$3,286,100 assessed valuation, 160 employes; gas, electricity and water.

Gary Motor Truck Co.—\$427,375 assessed valuation; 150 employes; manufactures motor trucks; annual capacity 2,000 trucks.

Gary Screw and Bolt Co.—\$1,698,850 assessed valuation; 410 employes; manufactures screws, bolts, nuts and rivets; capacity 3,500 tons per month.

Indiana Steel Co.—\$46,858,025 assessed valuation; 12,000 employes; manufactures coke, iron, steel ingots, bars, billets, plates, shapes, rails, axles, and car wheels; capacity 10,000 tons of steel daily.

National Springs Products Co.—(Plant partially completed), 200 employes; will employ 2,100 persons; automobile parts.

Panic Proof Products Co.—(New plant); 85 employes; manufactures fire proof doors for theatres and public buildings.

Universal Portland Cement Co.—\$1,533,995 assessed valuation; manufactures Portland cement; annual capacity 32,000,000 sacks.

Other County Industries

Besides the giant industries in the industrial belt in the north end of the county a number of flourishing enterprises are located in the central section. These include the Calumet Foundry and Machine company's machine shops at East Gary, employing 100 men; the Kulage Brick works, 40 employes, producing 45,000 face brick daily, and the National Fire Proof company, 60 employes, daily capacity 100 tons of tiles, located at Hobart. Crown Point has the Letz Manufacturing company, 200 employes, producing stock feeds, the Trump Manufacturing company, 25 employes, producing piston rings, and the McCrillus Medical company, 8 employes, producing medicines and stock preparations. At Maynard is located the National Brick company, 100 employes, producing 230,000 common brick daily. Griffith, a railway center, has the Associated Paper company, 20 employes, manufacturing egg crates, and the Griffith Foundry company, 25 employes, producing castings.

SITES PURCHASED FOR NEW INDUSTRIES

Sites purchased for new industries include the following at Gary: American Locomotive company, American Car and Foundry company, and American Wire and Steel company.

In the City of East Chicago the following companies have purchased sites on which they intend to erect plants: Baldwin Locomotive works, American Steel Foundries (for a second plant), Buckeye Steel Castings company, McClintic-Marshall company, and Pressed Steel Manufacturing company.

Purchases at Hammond include the Campbell Soup company's acquisition of an existing plant and its ground facilities. Nearing completion is the plant of the La Salle Steel company. Another new industry located for the city is the American Manicopy Type-writer company.

MAP OF LAKE COUNTY

INDIANA

RAY SEELY
COUNTY SURVEYOR
HAMMOND INDIANA



